



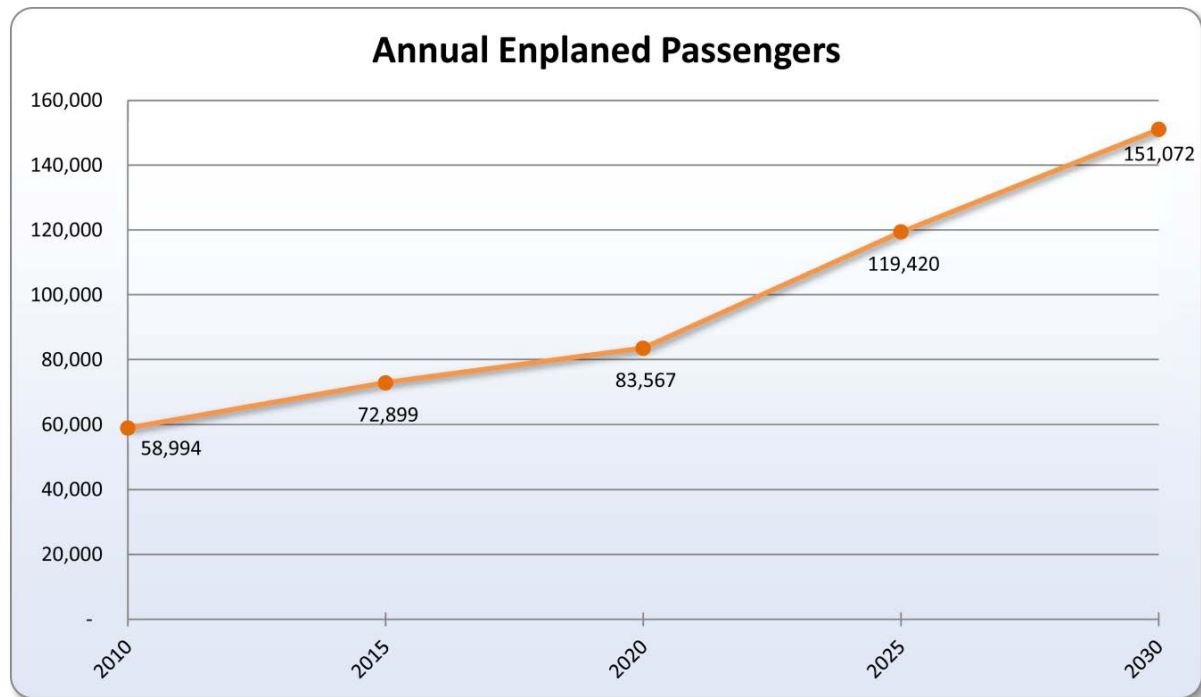
Yakima Air Terminal/McAllister Field Airport Master Plan Update

Airport Compatible Overlay District (ACOD) Discussion



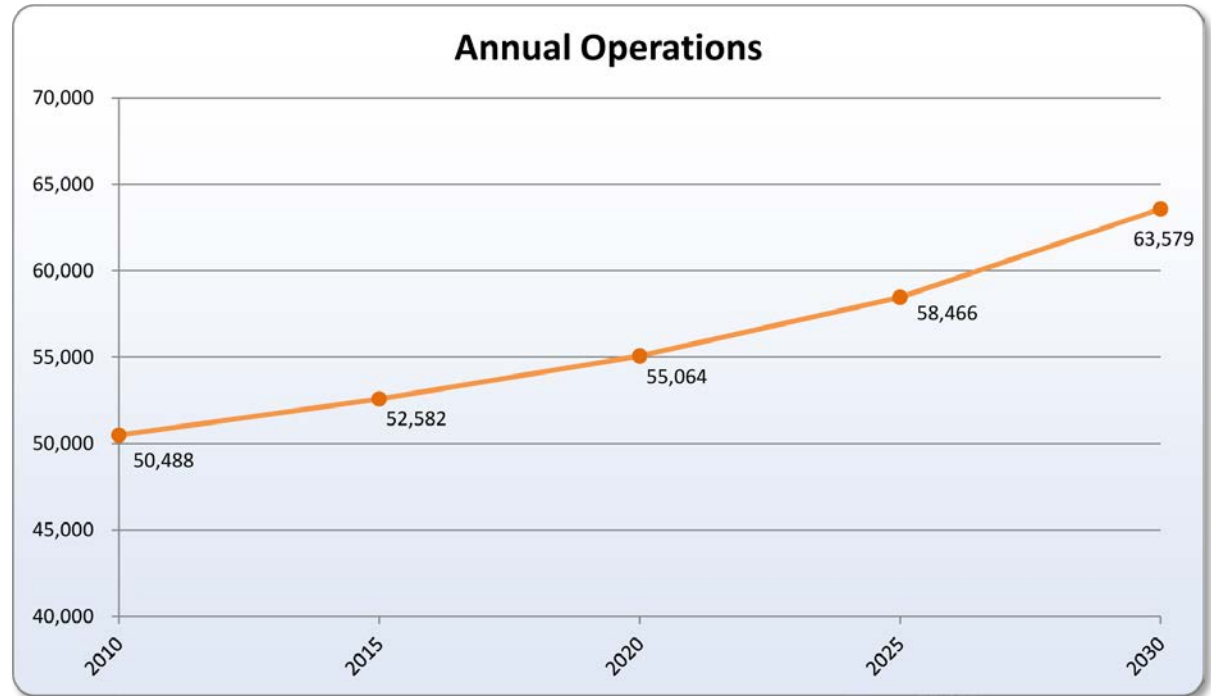
Forecast Demand - Passengers

- Moderate annual growth in the short-term.
- More of the “potential market” will be claimed.
- By 2030, more than 150,000 passengers will enplane at YKM.



Forecast Demand - Operations

- Moderate annual growth is expected through 2030.
- 2030 forecast is for 63,000 annual operations.



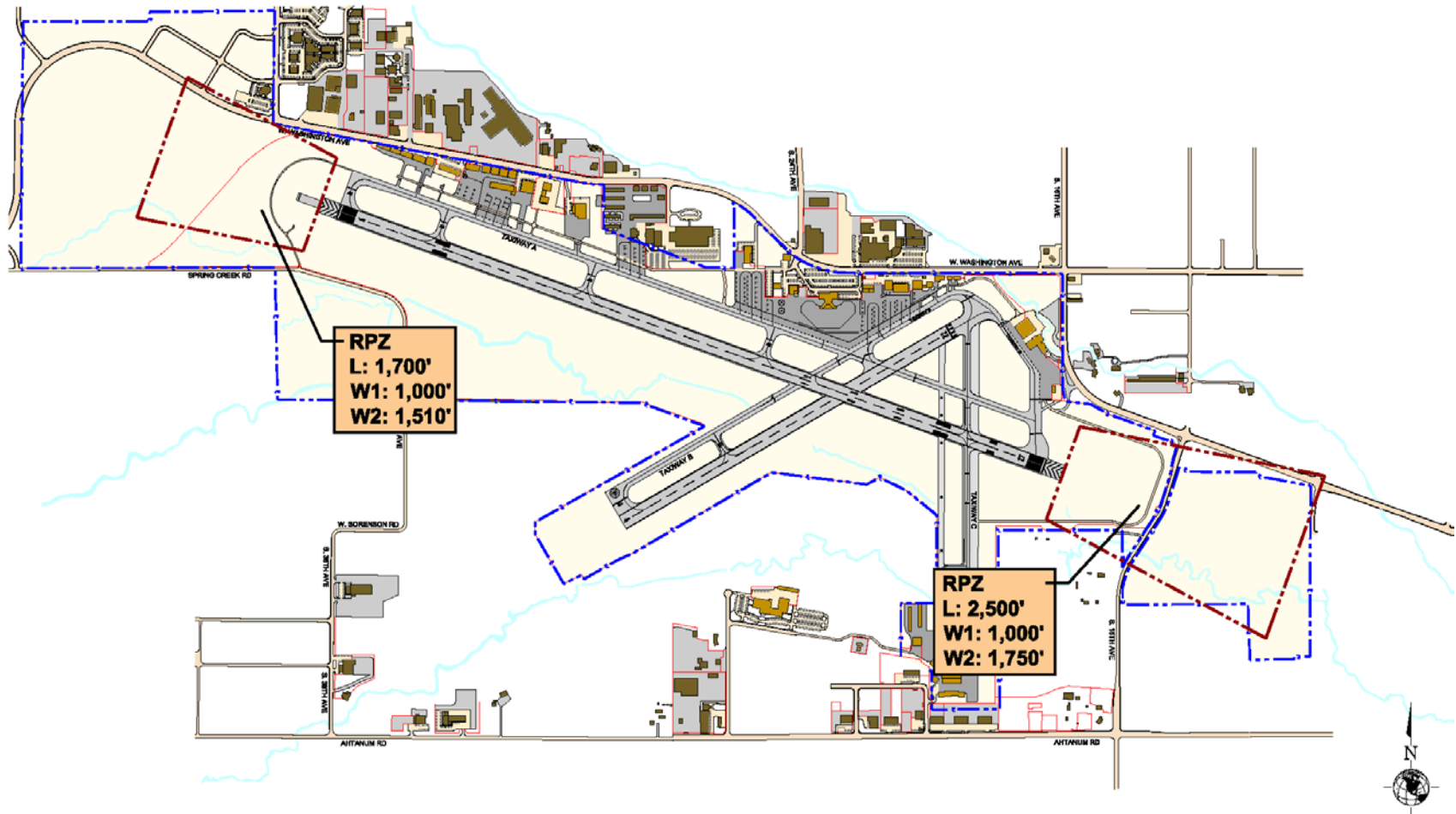
Airfield Issues – Land Use

- Airport Compatibility Overlay District (ACOD) Elements:
 - ***Airport Layout:*** The orientation and length of the runways. **(FAA)**
 - ***Obstructions to Air Navigation:*** Part 77 Imaginary Surfaces. **(FAR)**
 - ***Noise Impacts:*** Levels above 65 LDN as determined using the FAA's Integrated Noise Model (INM). **(FAR)**
 - ***Airport Use Zones:*** Traffic patterns, aircraft turning zones, airport safety zones. **(WSDOT)**



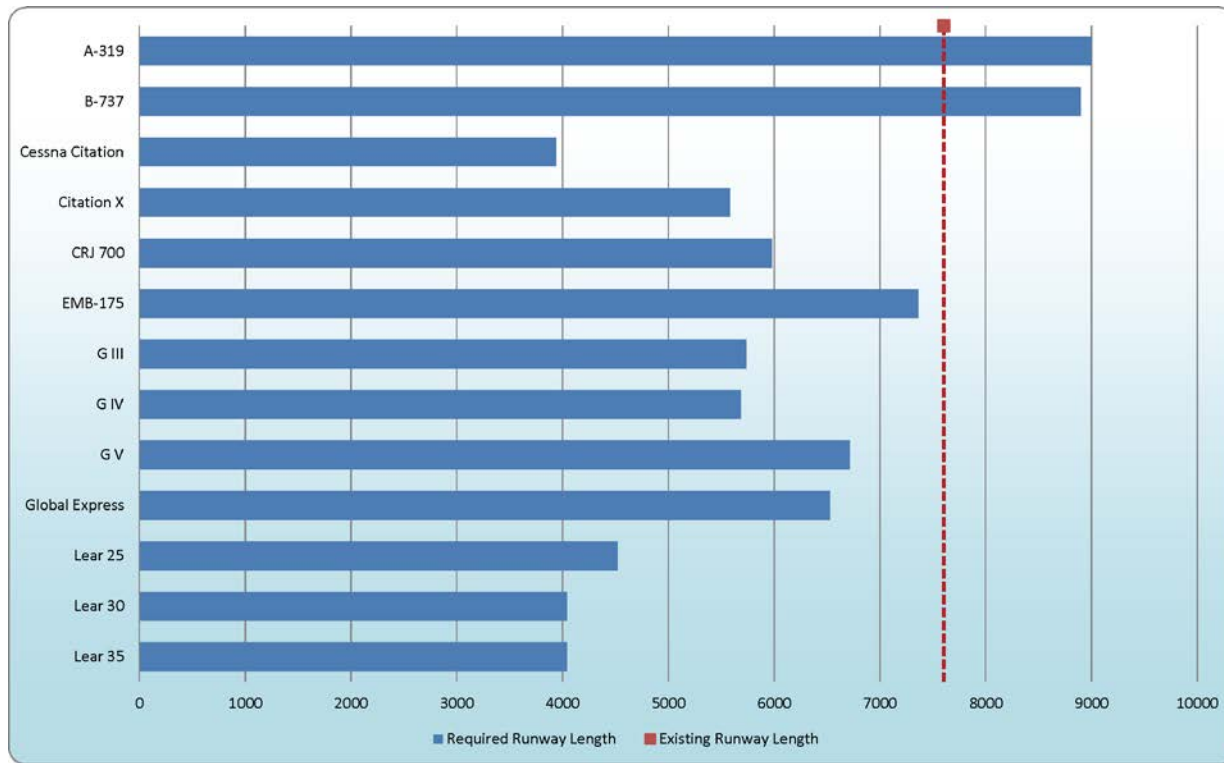
Airfield Alternative 1

“Do-Nothing”

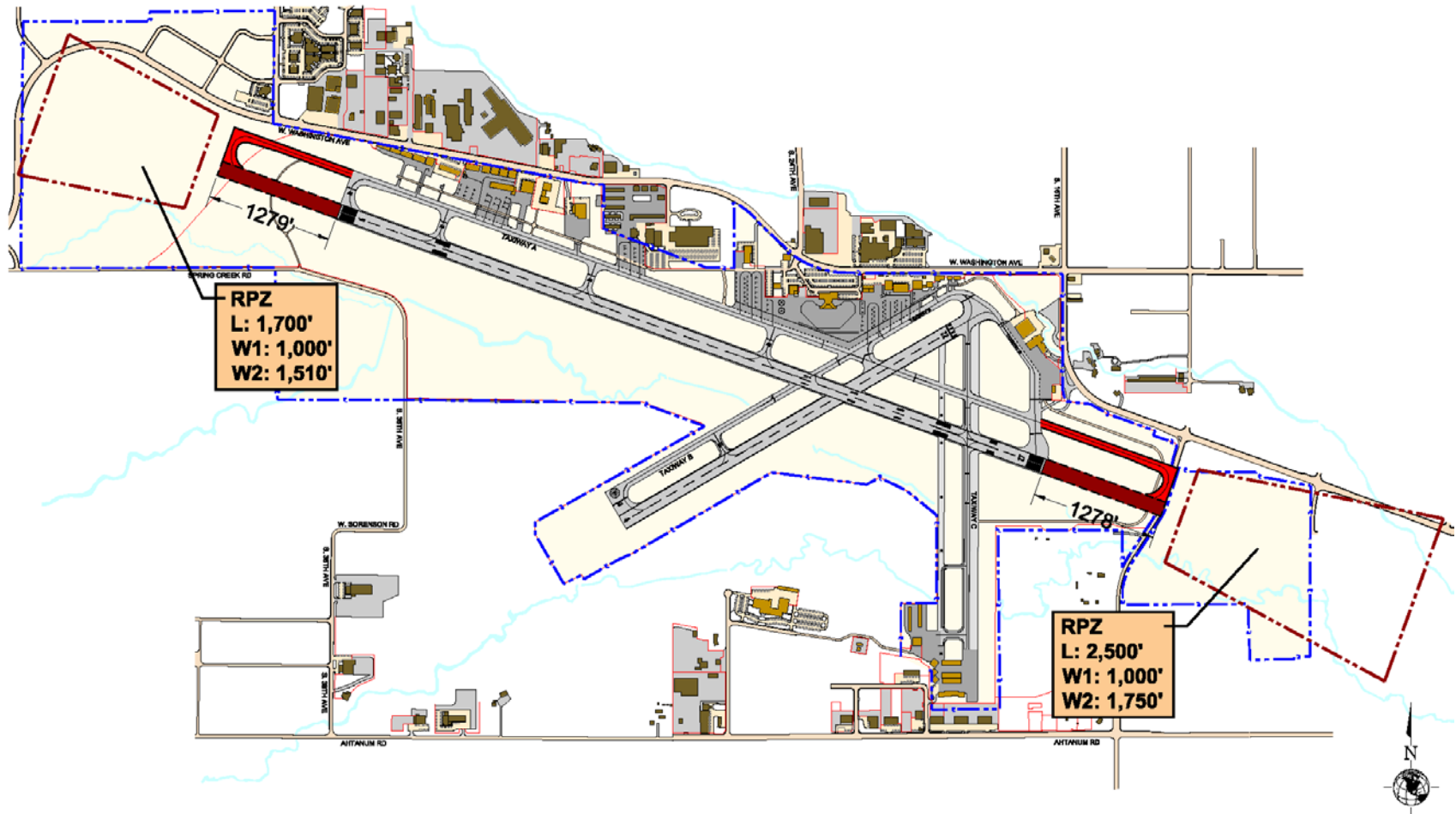


Airfield Requirements – Runway Length

7,604 feet is sufficient take-off length for most aircraft expected to use the airport.

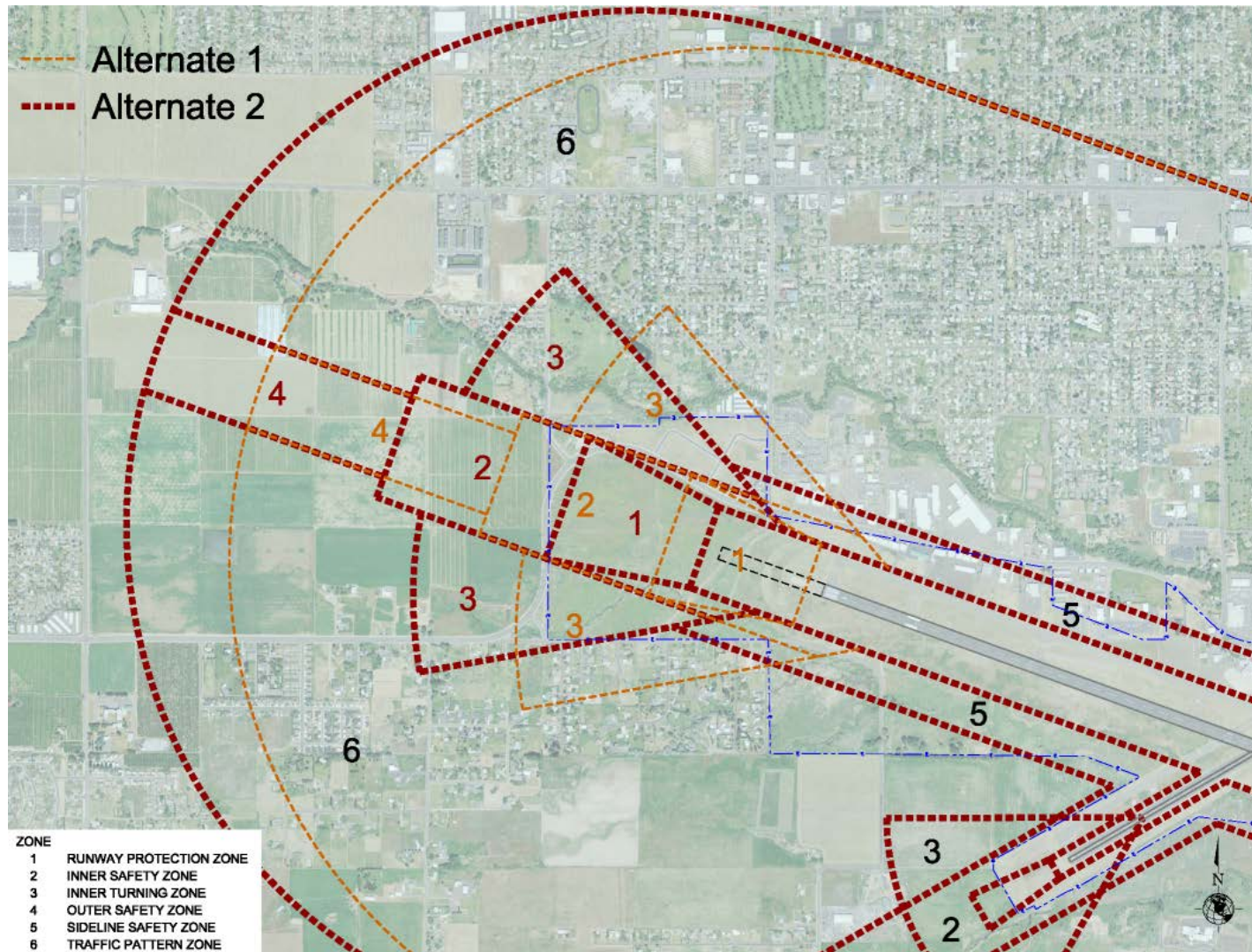


Extend to 10,000 feet



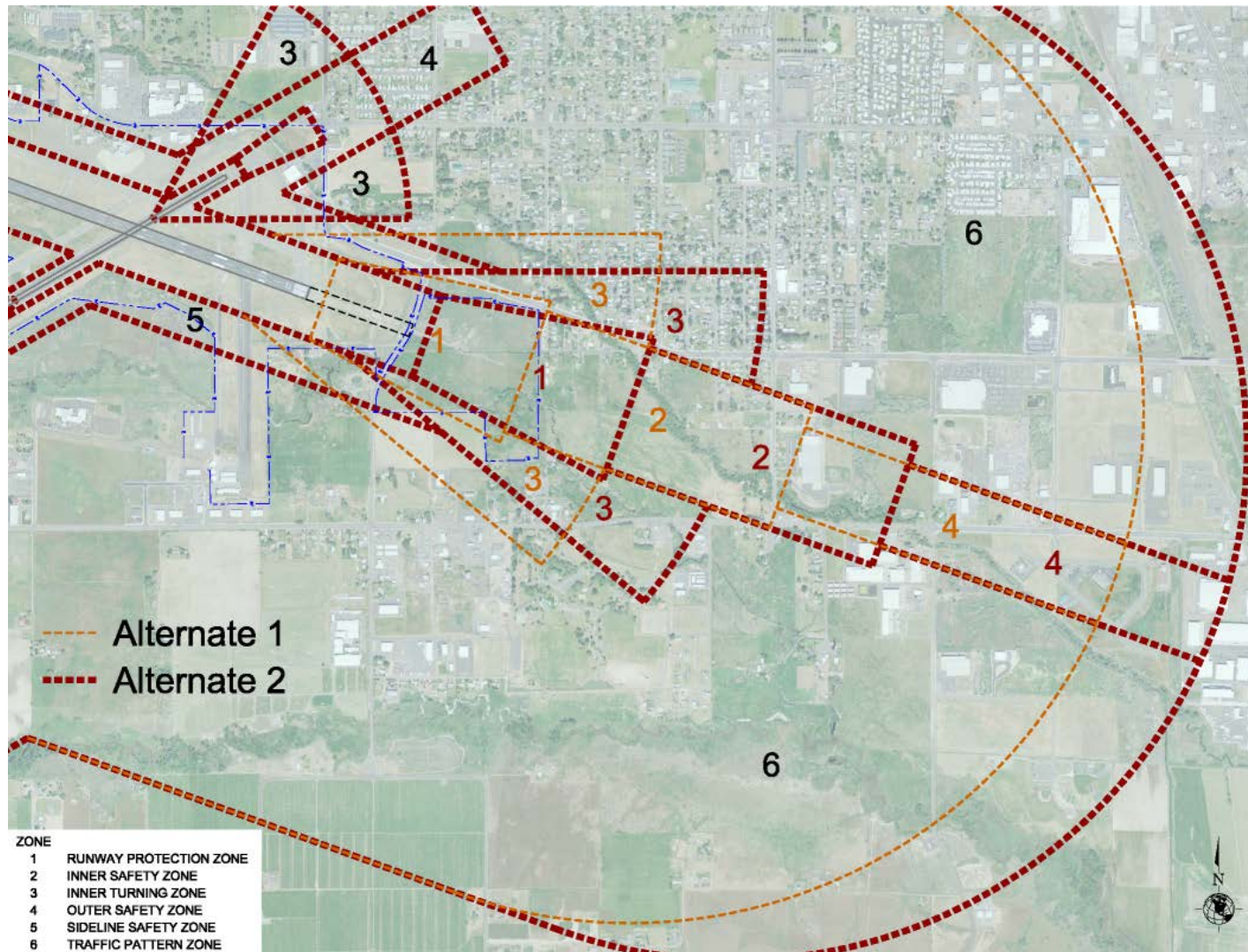
Airfield Alternative 2

Extend to 10,000 feet (Rwy 9 Zones)



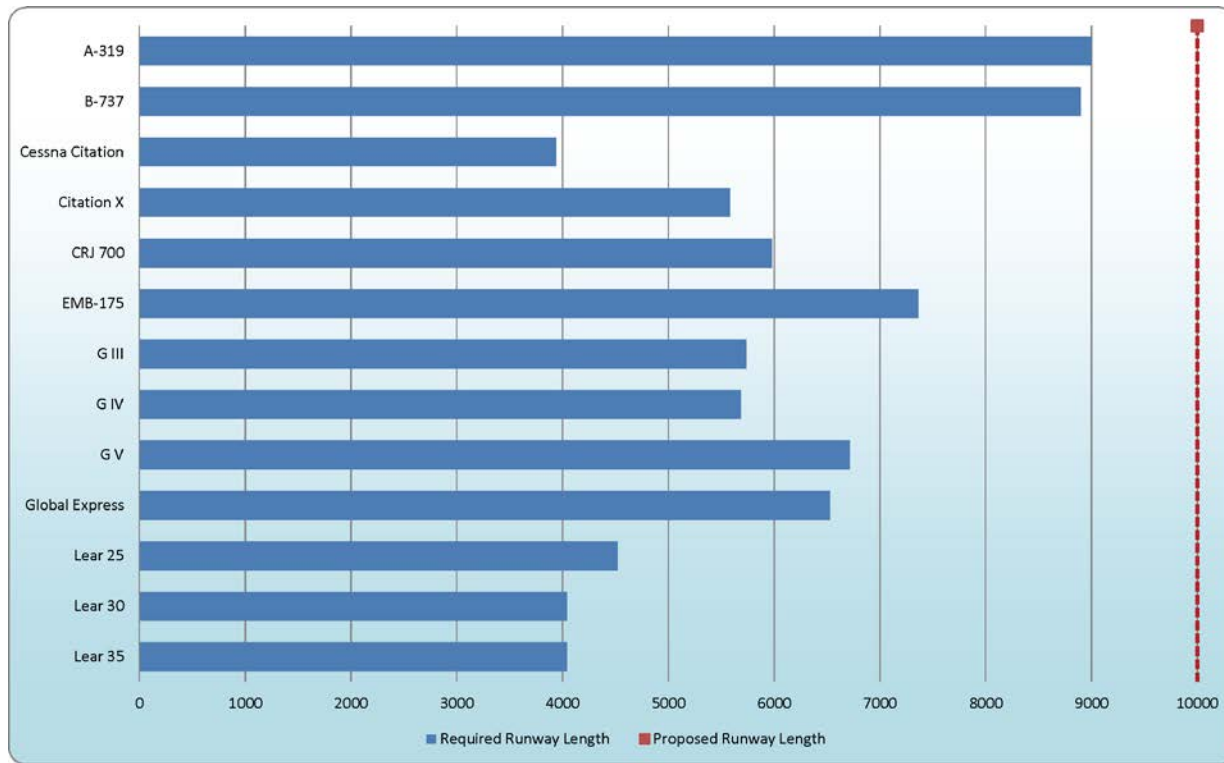
Airfield Alternative 2

Extend to 10,000 feet (Rwy 27 Zones)



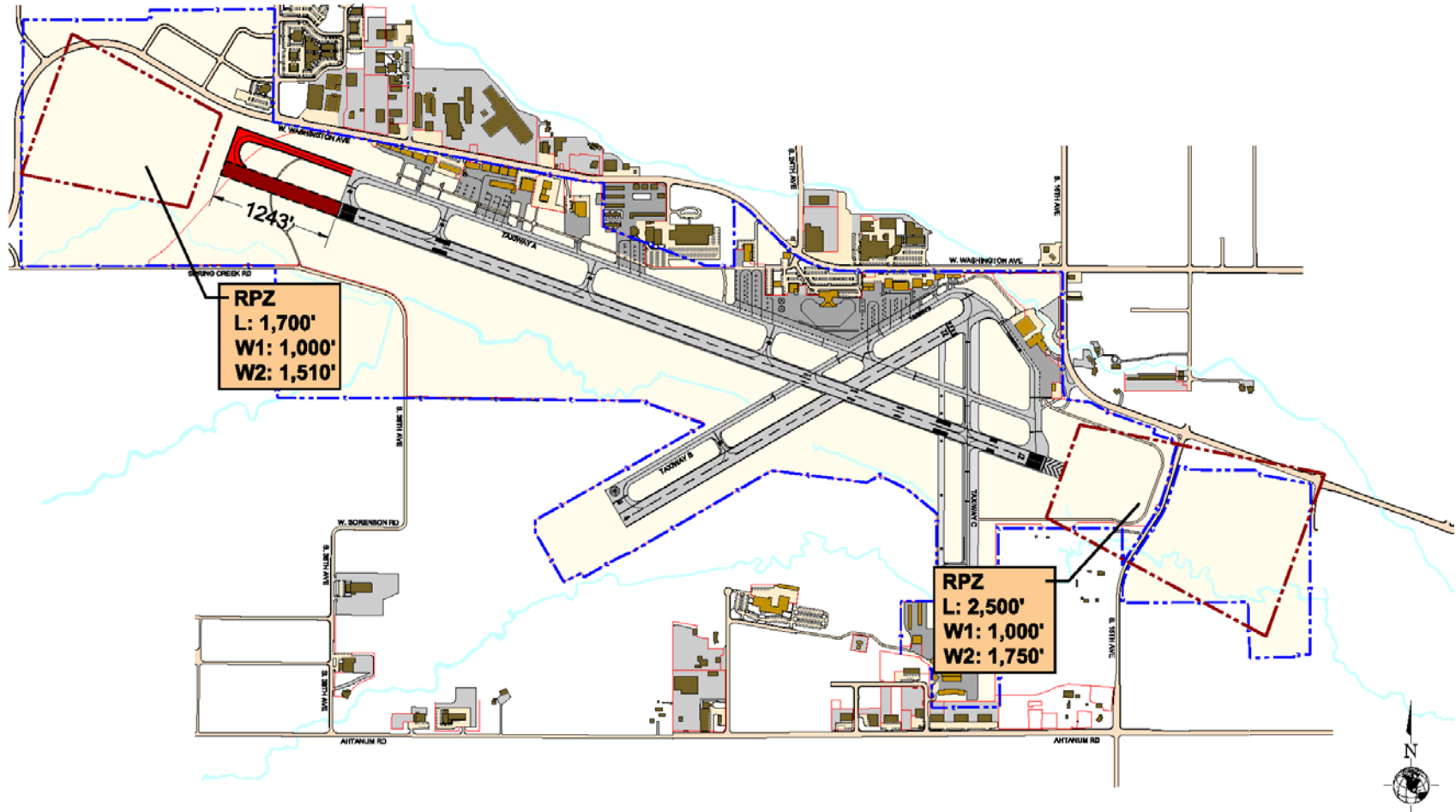
Airfield Requirements – Runway Length

10,000 feet is sufficient take-off length for all aircraft expected to use the airport.



Airfield Alternative 3

Extend Within Current Property - 8,847 feet

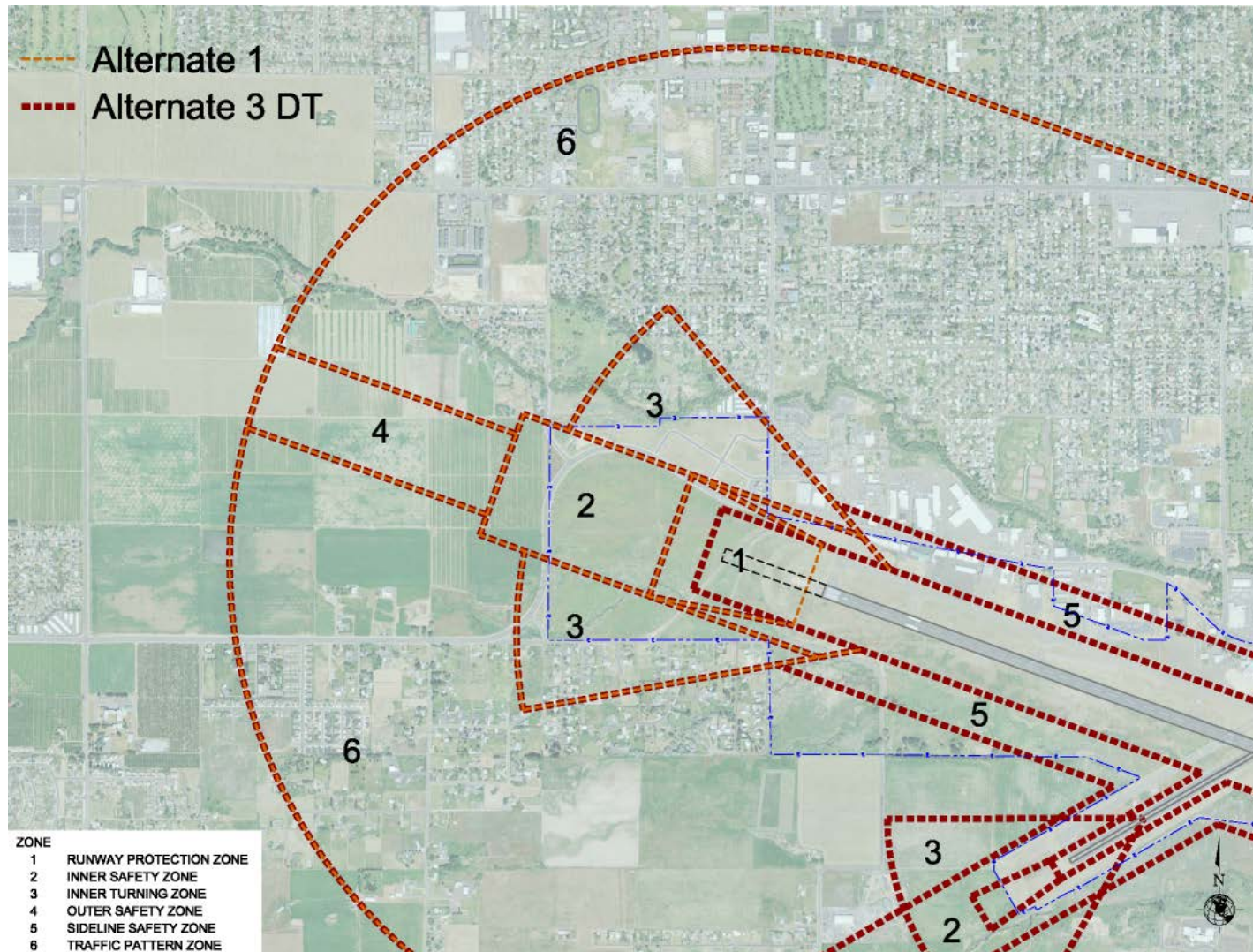


Extend Within Current Property - 8,847 feet (Rwy 9 Zones)



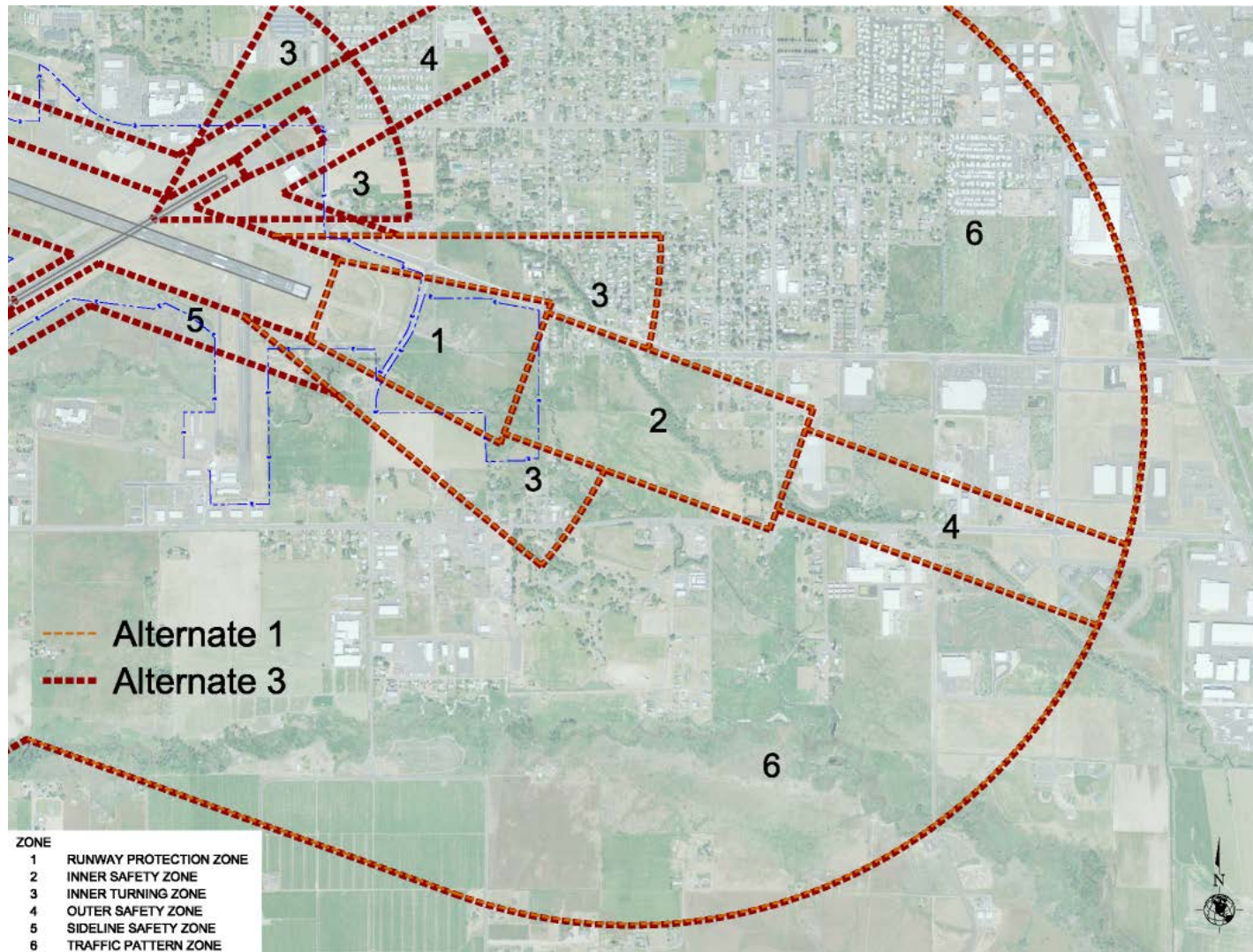
Airfield Alternative 3

Extend W/in Current Property – Displaced Threshold (Rwy 9 Zones)



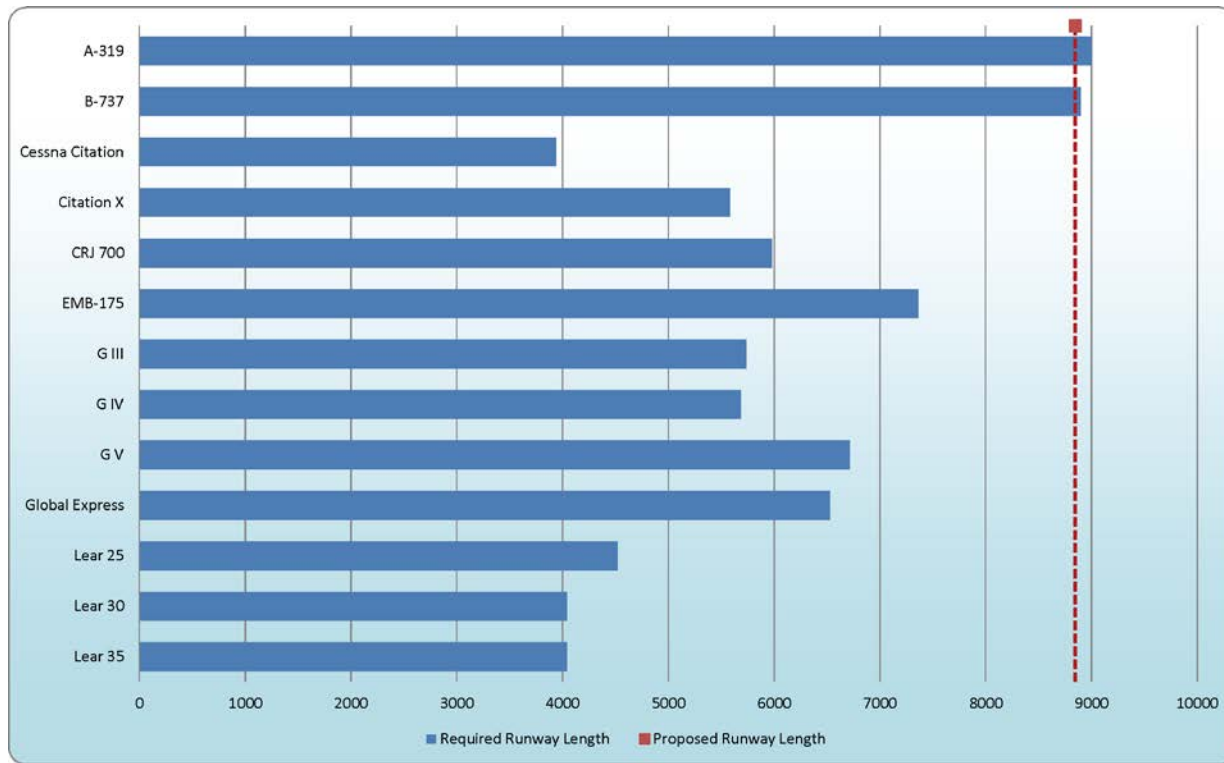
Airfield Alternative 3

Extend Within Current Property - 8,847 feet (Rwy 27 Zones)



Airfield Requirements – Runway Length

8,847 feet is sufficient take-off length for most aircraft expected to use the airport.



Airfield Requirements – Runway 4/22

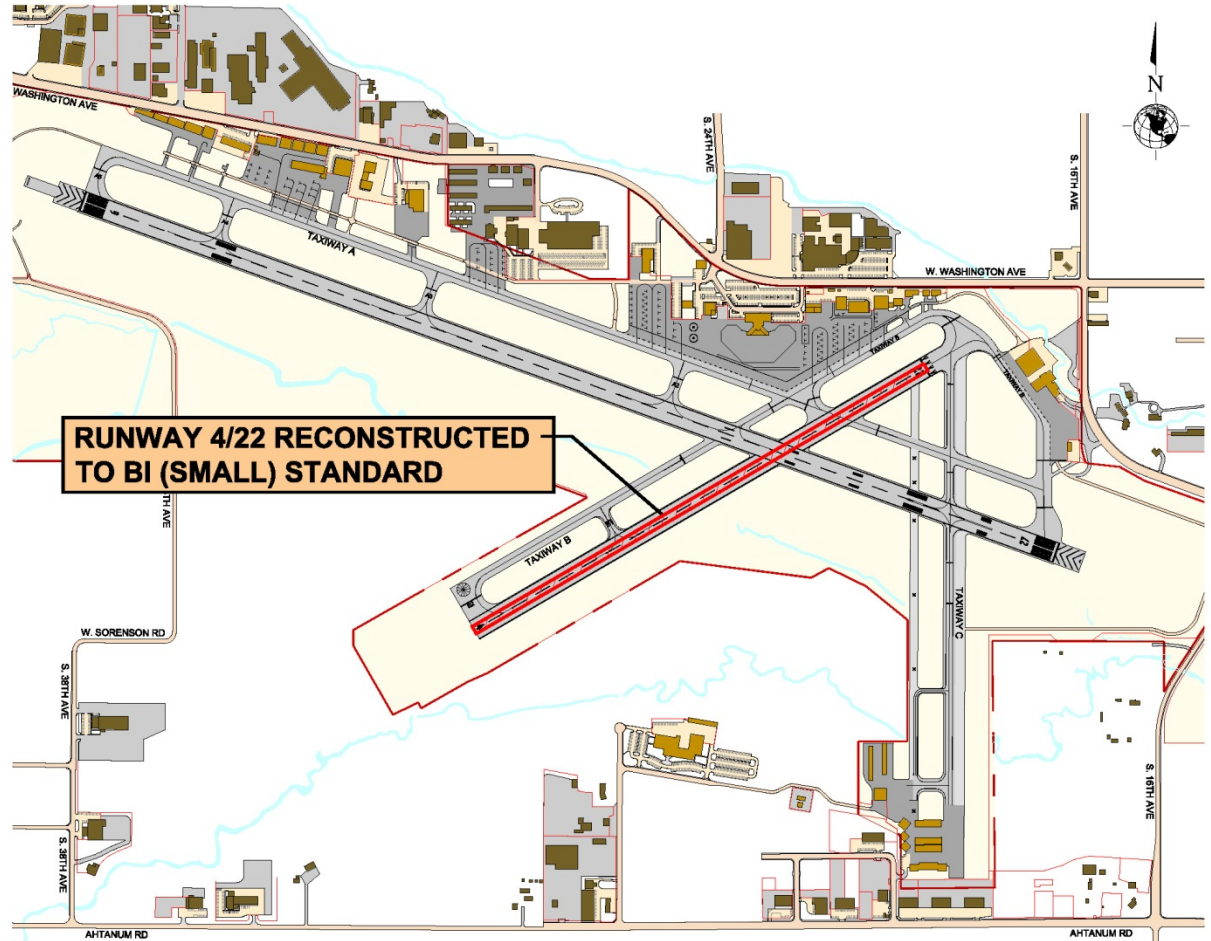
- Wind analyses show more than 95% coverage is provided on Runway 9/27 at a 13 knot crosswind.
- Runway 9/27 provides sufficient capacity for forecast activity through the year 2030.
 - Runway Capacity: 230,000 annual operations.
 - Forecast Demand: 63,000 annual operations.
- Runway 4/22 **is not eligible** for FAA funding.



Runway 4/22

Evaluation Factors

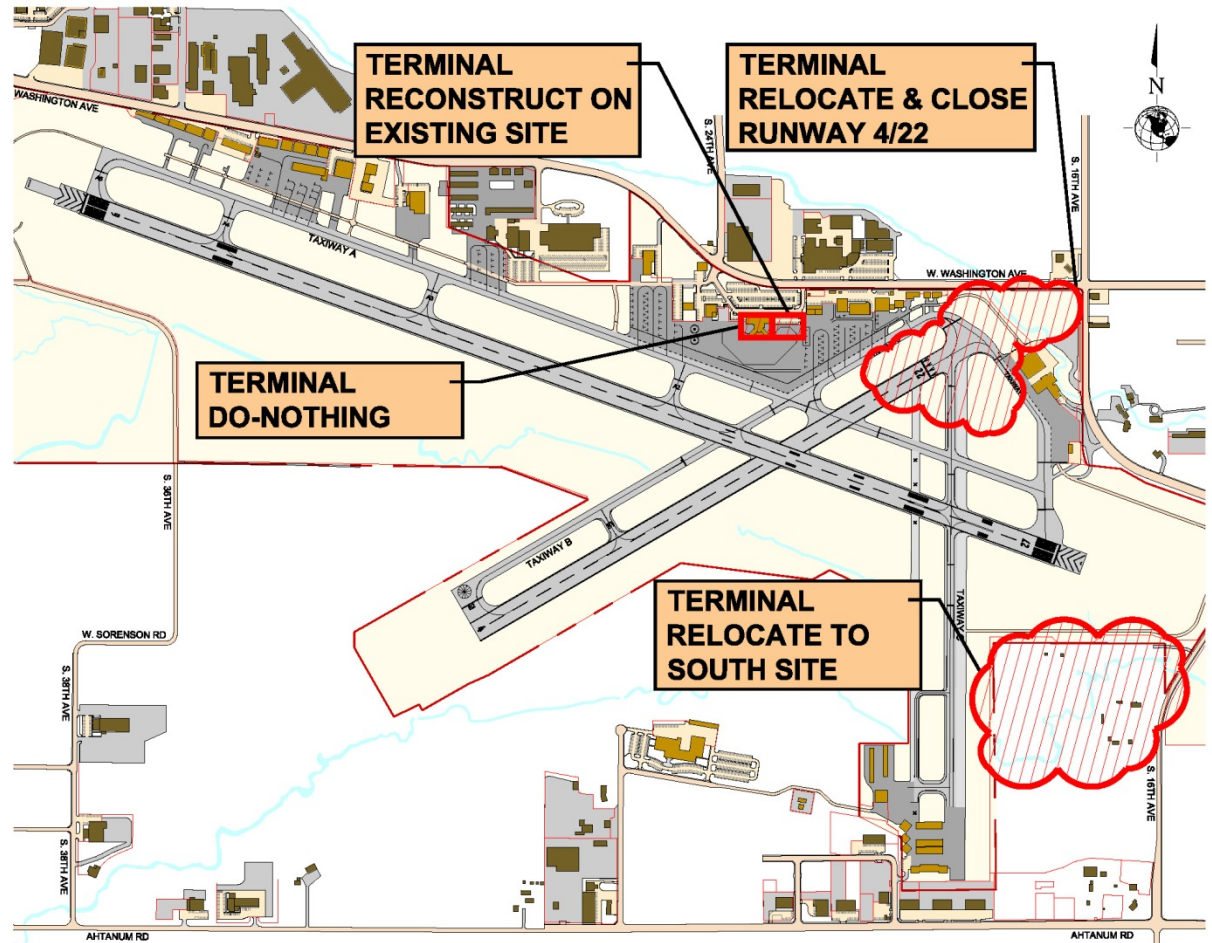
- Cost of reconstruction.
- Potential alternative funding sources.
- Determine annual usage.
- Is it feasible to maintain?



Terminal Alternatives

Evaluation Factors

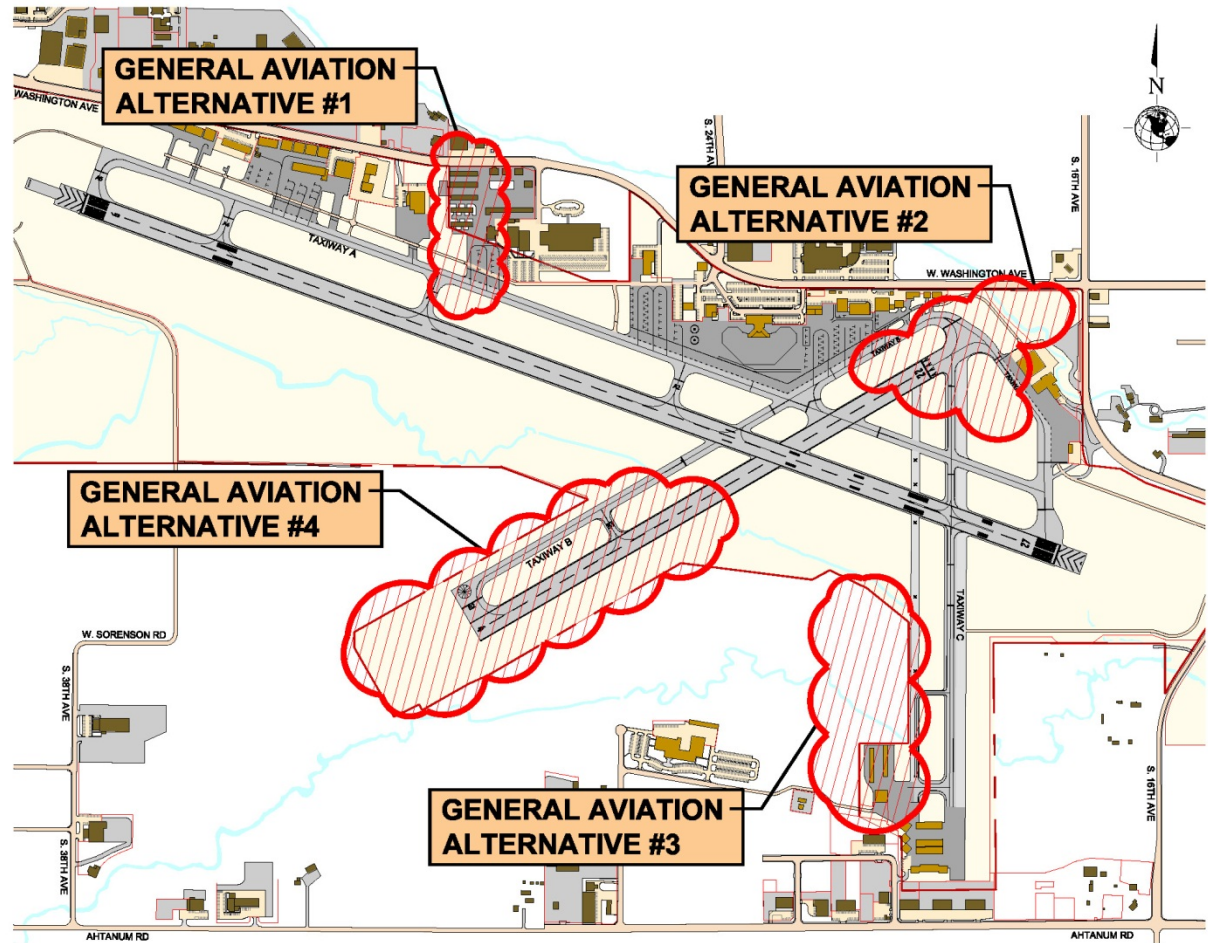
- ATCT line-of-sight.
- Airspace.
- Expandability/flexibility.
- Community access.
- Airfield issues.
- Adjacent land uses.
- Design issues.
- Estimated cost.



General Aviation Alternatives

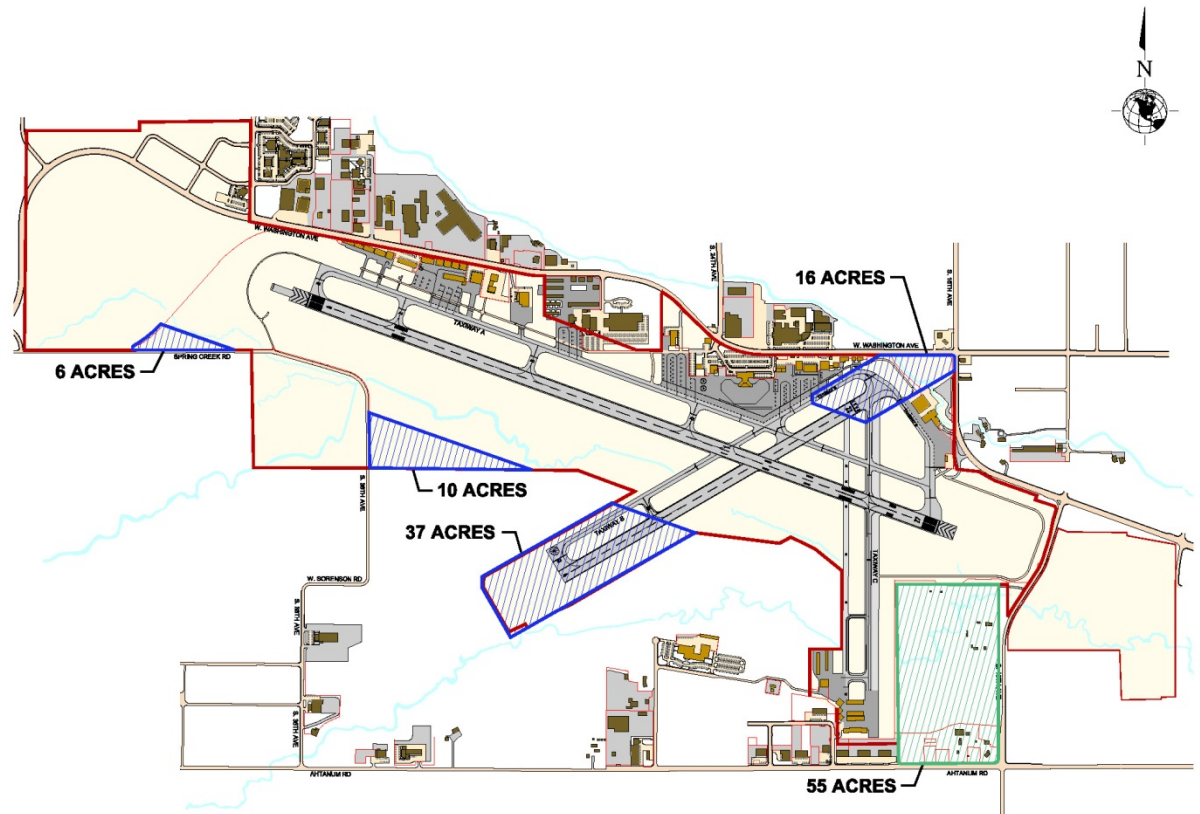
Evaluation Factors

- Compatibility with adjacent land use.
- Meet all FAA criteria.
- Environmental issues.
- Estimated cost.



Other Considerations

- Heavy maintenance and overhaul (M&O) facilities.
- Aircraft manufacturing.
- Aviation-related industrial.
- Aviation-related commercial.



Questions - Concerns



Airfield Issues – Land Use

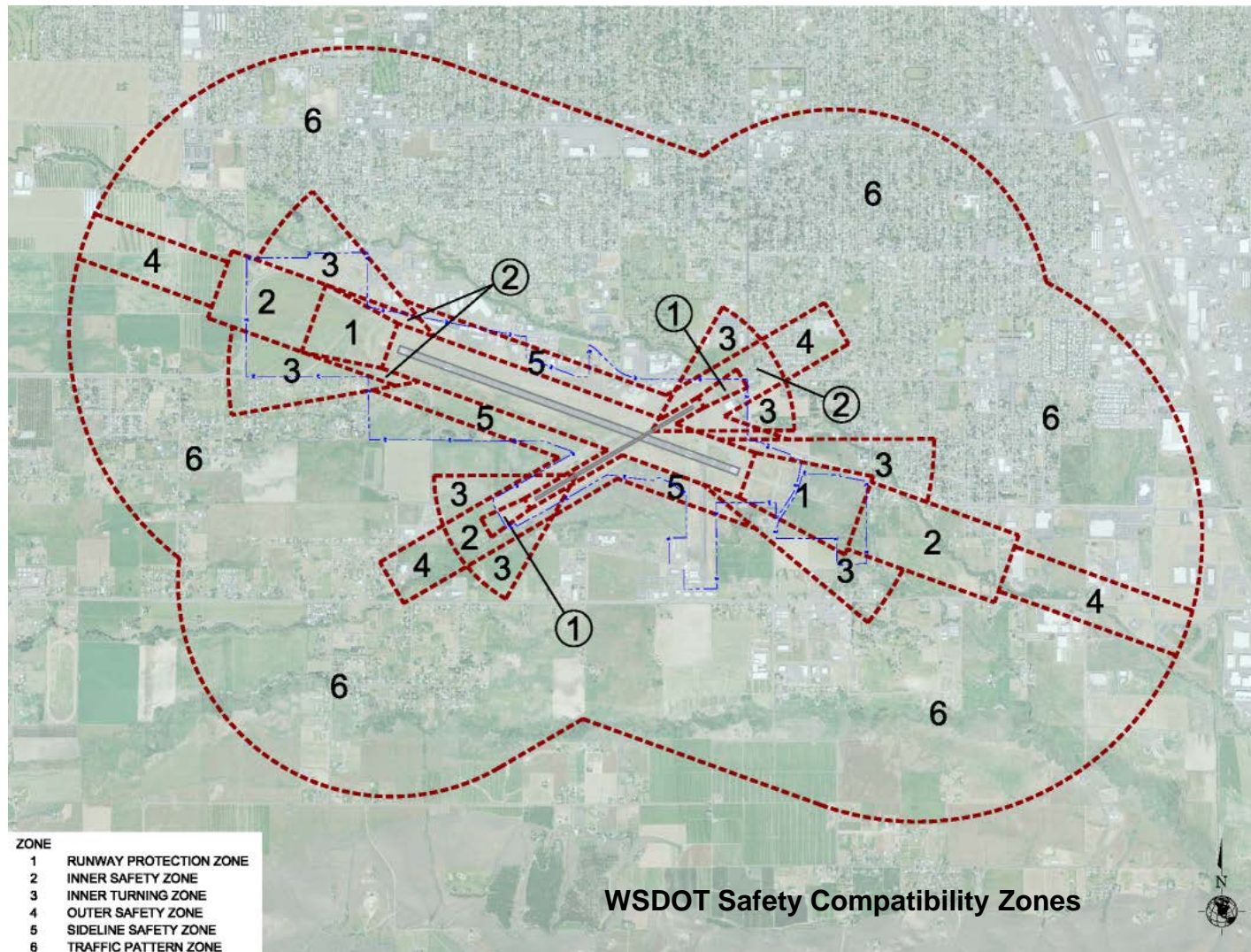
WSDOT Safety Compatibility Zones

- *Zone 1* : Runway Protection Zone (RPZ).
- *Zone 2* : Inner Safety Zone – the extended RPZ; expect low flying aircraft.
- *Zone 3* : Inner Turning Zone – expect low flying aircraft.
- *Zone 4* : Outer Safety Zone – extended runway centerline. Most critical on instrument runways.
- *Zone 5* : Sideline Safety Zone – area equates to the Runway Safety Area (RSA).
- *Zone 6* : Traffic Pattern Zone – FAR Part 77 horizontal surface.



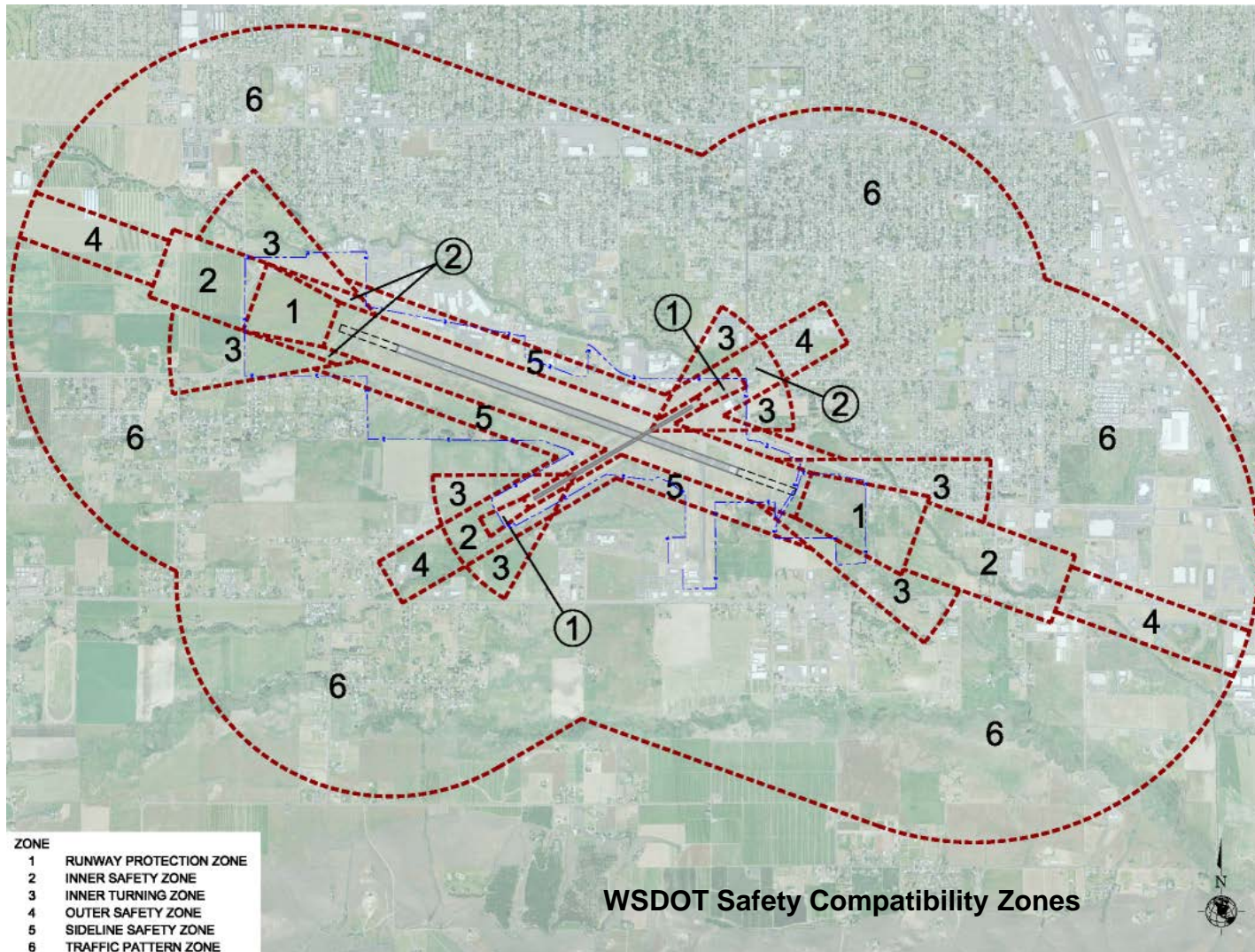
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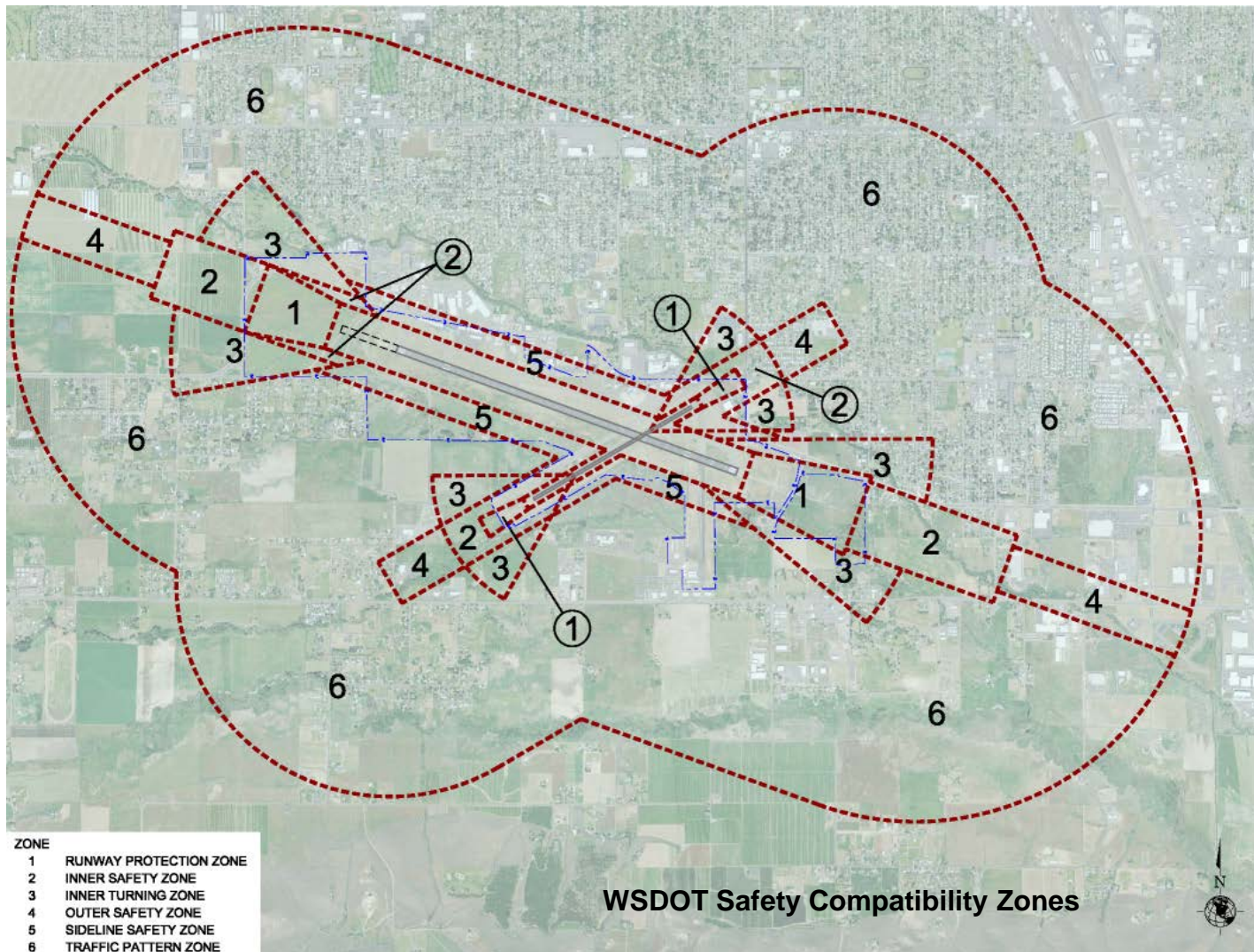
Airfield Alternative 2

Extend to 10,000 feet



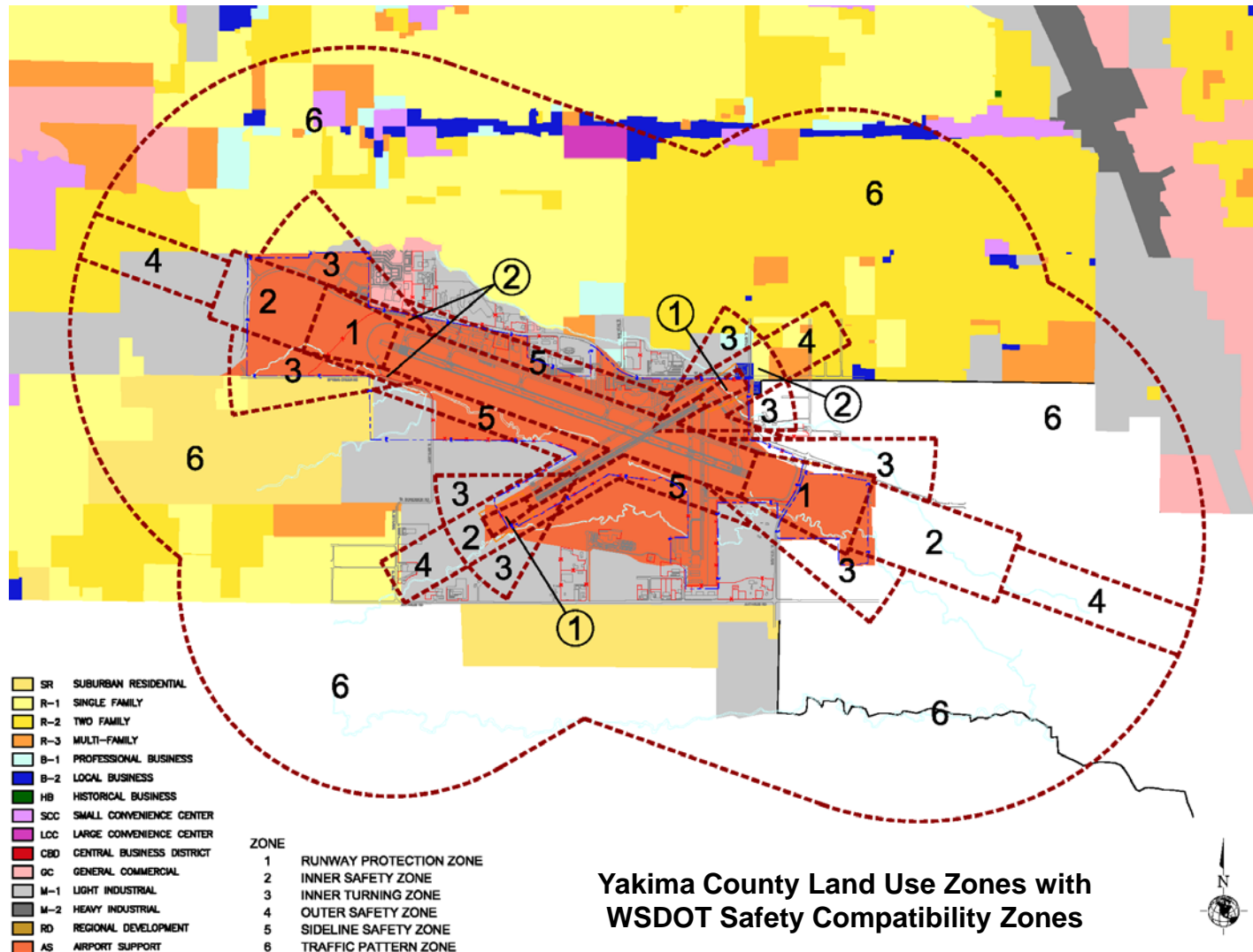
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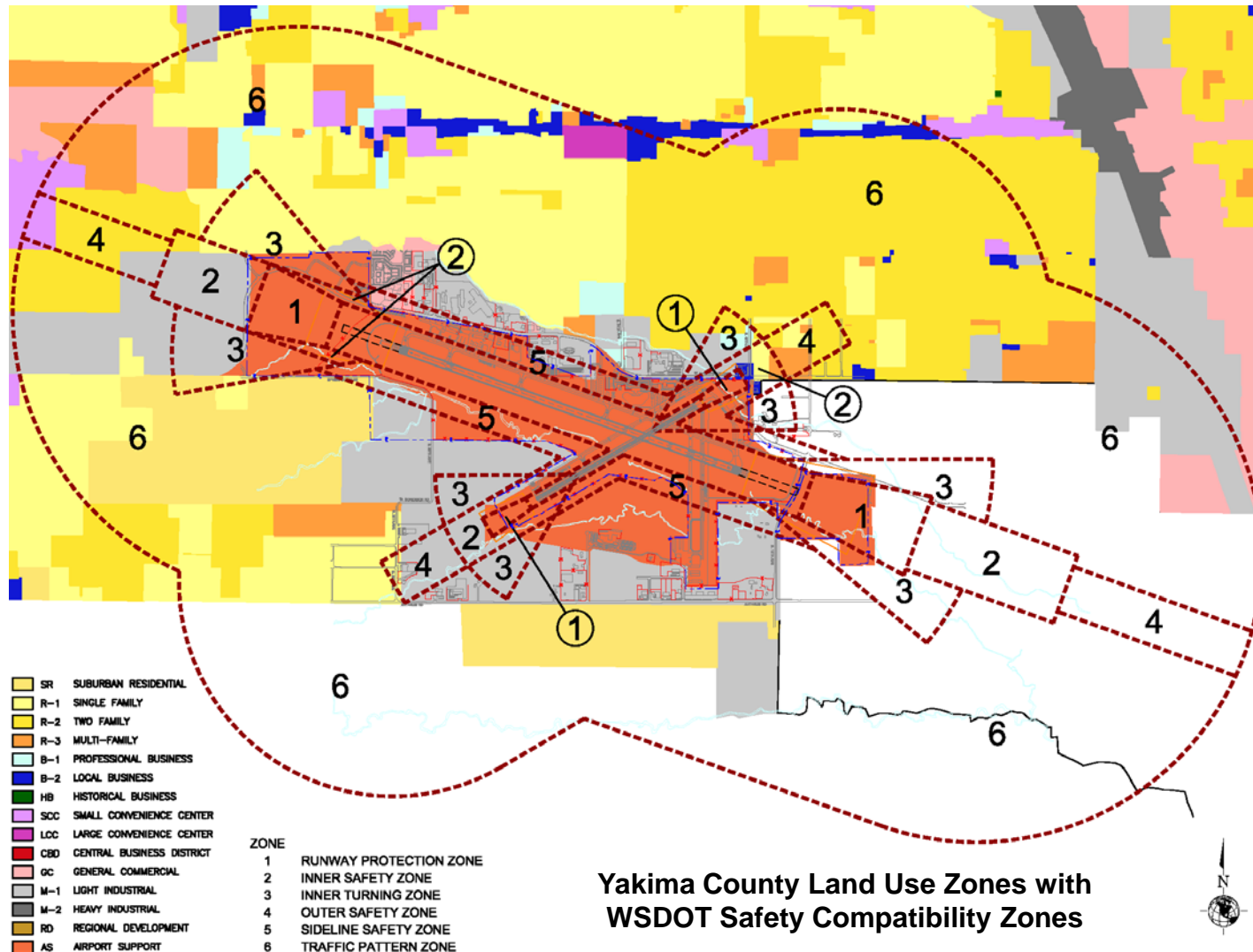
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Airfield Alternative 2

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Airfield Alternative 3

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